FOR OFFICIAL USE

M.O. 262A.

CROWN COPYRIGHT RESERVED

METEOROLOGICAL OFFICE
26 FEB 1937
LIBRARY

MONTHLY SUPPLEMENT
No. 2—MARCH, 1937
TO THE
MARINE OBSERVER—Vol. XIV, No. 125.

MARINE METEOROLOGY.
Co-operation of Shipowners, Masters and Mates.

Captains and Officers of ships registered in Great Britain and Northern Ireland, who wish to co-operate regularly with the Meteorological Office should apply to the appropriate Port Meteorological Officer or Agent, a list of whom, with addresses, is given on back page.

In accordance with the International Convention for Safety of Life at Sea, the Meteorological Office arranges for certain "Selected Ships" to take meteorological observations at specified hours, and to transmit such observations by wireless telegraphy, for the benefit of other ships and the various meteorological services.

Arrangements are also made for a limited number of ships to keep meteorological logs in certain trades for the purpose of completing the meteorological survey of the oceans.

Ships regularly performing these voluntary duties are known as Observing Ships; the whole as the Voluntary Observing Fleet; and the commanders and officers of these ships as the Corps of Voluntary Marine Observers.

At present the observing fleet is limited to a number not exceeding 360 observing ships. The number of British "Selected Ships" is determined upon the British proportion of world tonnage, on the assumption that there should be a total of 1,000 "Selected Ships" of all nations.

The observing fleet list indicating which are "Selected Ships," with the names of commanders, officers, and other particulars, is published in The Marine Observer and kept up to date monthly.

The Organization of Voluntary Meteorological Observation at sea is described in Chapter VII of The Marine Observer's Handbook, sixth edition.

The Quarterly Marine Observer or Monthly Supplement is sent regularly to the captain of every observing ship, for the information and guidance of his observing officers, and in the case of "Selected Ships," the wireless operators also. The Captains of observing ships are also supplied on request with charts, and atlases, according to trade, if available, as meteorological equipment.

To ensure the accuracy of data collected for the purpose of research and for weather forecasting, ashore and afloat, and to provide a pattern which may be copied with advantage to all concerned for general use in merchant ships, sufficient tested instruments are lent by the Meteorological Office to the Captains of observing ships.

The commanders of observing ships keeping the meteorological log are requested to return it (accompanied by Form 138 in the case of "Selected Ships") through the appropriate Port Meteorological Officer or Agent at intervals of not more than five months.

Commanders of observing ships keeping Forms 911 are requested to return them (accompanied by Form 138 in the case of "Selected Ships") by post direct to the Meteorological Office, London, at the end of each voyage, or at intervals of not more than two months.

These forms have the address and "On His Majesty's Service" printed upon them, and should be folded for posting accordingly.

The Port Meteorological Officers and Merchant Navy Agents inspect official instruments in Meteorological log ships half-yearly, and in "Selected Ships" quarterly, when possible; and they will replace defective gear. These officers will also check the accuracy of barometers in observing ships, but marine observers should themselves frequently check by comparison.

The work of the British observing fleet, that of the observing fleets of other nations party to the Convention for Safety of Life at Sea, together with Weather Shipping Bulletins and Gale and Hurricane Warnings conforming to the International Convention for Safety of Life at Sea, provide the necessary information for shipping. Thus a world wide service for all shipping, at the minimum cost to national funds, is provided. Shipowners are asked to facilitate this voluntary work which is done by the commanders and officers of their ships.

Shipowners will greatly assist by facilitating the forwarding of postal matter from the Air Ministry addressed to the Captains of ships.

The masters of all British ships fitted with wireless telegraphy are asked to assist in this service in aid of navigation by making routine wireless weather reports in accordance with the Selected Ship scheme where and when there are not Selected Ships carrying out the service. As far as possible the Merchant Navy Agents will visit British foreign going ships registered in Great Britain and Northern Ireland, and give assistance and advice if desired.

This supplementary service to that of Selected Ships is particularly desirable in the regions and seasons of tropical revolving storms, and at present on the more northern routes across the North Atlantic and in far northern waters.

A pamphlet entitled "Decode for use with the International Code for Wireless Weather Messages from Ships", M.O. 329, Fourth Edition, can be obtained from H.M. Stationery Office. This gives a description of the world wide system of voluntary Selected Ships routine wireless weather telegraphy, the Tables for decoding reports received from Selected Ships, and notes for the guidance of the masters of British ships.

"A Handbook of Weather, Currents and Ice for Seamen" published by H.M. Stationery Office, may be obtained from the Stationery Office or through any bookseller, price 4s. This provides information of the elements named, the Laws of Storms, and gives guidance for weather forecasting at sea. It also gives some information of Ocean Pilotage and is intended as a guide for making use of the services specified in Article 35 of the Convention for Safety of Life at Sea.

NOTICES TO MARINE OBSERVERS.

POSTAL ARRANGEMENTS.

The quarterly numbers of the Marine Observer are published on the last Wednesdays of December, March, June and September, while the monthly supplements are published on the last Wednesday of the intervening months.

If captains of observing ships will forward to the Meteorological Office the particulars required hereunder, endeavour will be made as far as mails permit to post the latest number or supplement with appropriate forms for observational work for use on their homeward passage.

S.S...... *Captain*.....

Port of Call.....

Date of Homeward Departure.....

Postal Address.....

When this information is not given The Marine Observer or Supplement will be addressed to the Commanding Officer, s.s....., c/o the owners, and captains are requested to make their own arrangements for forwarding.

DESPATCH OF INFORMATION REQUIRED IMMEDIATELY FOR THE CONDUCT OF THE WORK AT SEA.

Shipowners, Marine Superintendents and all concerned in the despatch of mails to Ships abroad are asked to kindly facilitate the despatch and delivery of postal matter received at their offices from the Meteorological Office and Air Ministry Publication Depot to their Ships abroad.

This matter addressed to the Commanders of Ships contains information which is required for the Conduct of Marine Meteorological Work at Sea and is most effective if received by the Commanders at the earliest possible date.

Much of the information referred to is published in the Marine Observer and Supplements, and is of a seasonal nature. This journal also contains advice to Regular Observing Ships which enables them to perform voluntary service by Wireless Communication for the benefit of all shipping.

CHART OF THE WESTERN NORTH ATLANTIC.

Showing the North Atlantic Lane Routes in force during MARCH as laid down by the Trans-Atlantic Track Convention. If at any time, owing to abnormal ice conditions, any alteration to the usual tracks is considered advisable by the track convention, particulars will be published on this chart. For full information concerning the North Atlantic Lane Routes see pages 60 and 61 of the April, 1936 number.

The periodic boundary within which ice has been observed is shown and a list of exceptional positions of ice observed in the North Atlantic during MARCH is given. Ice sighted between FEBRUARY 1st and 23rd, 1937 is indicated by symbol in the position reported, the figure giving the day of the month in February. Information regarding ice conditions in Greenland waters and the Gulf of St. Lawrence will be published when available. Coastal wireless stations, with their call signs, which transmit ice signals are indicated by the symbol ⊕

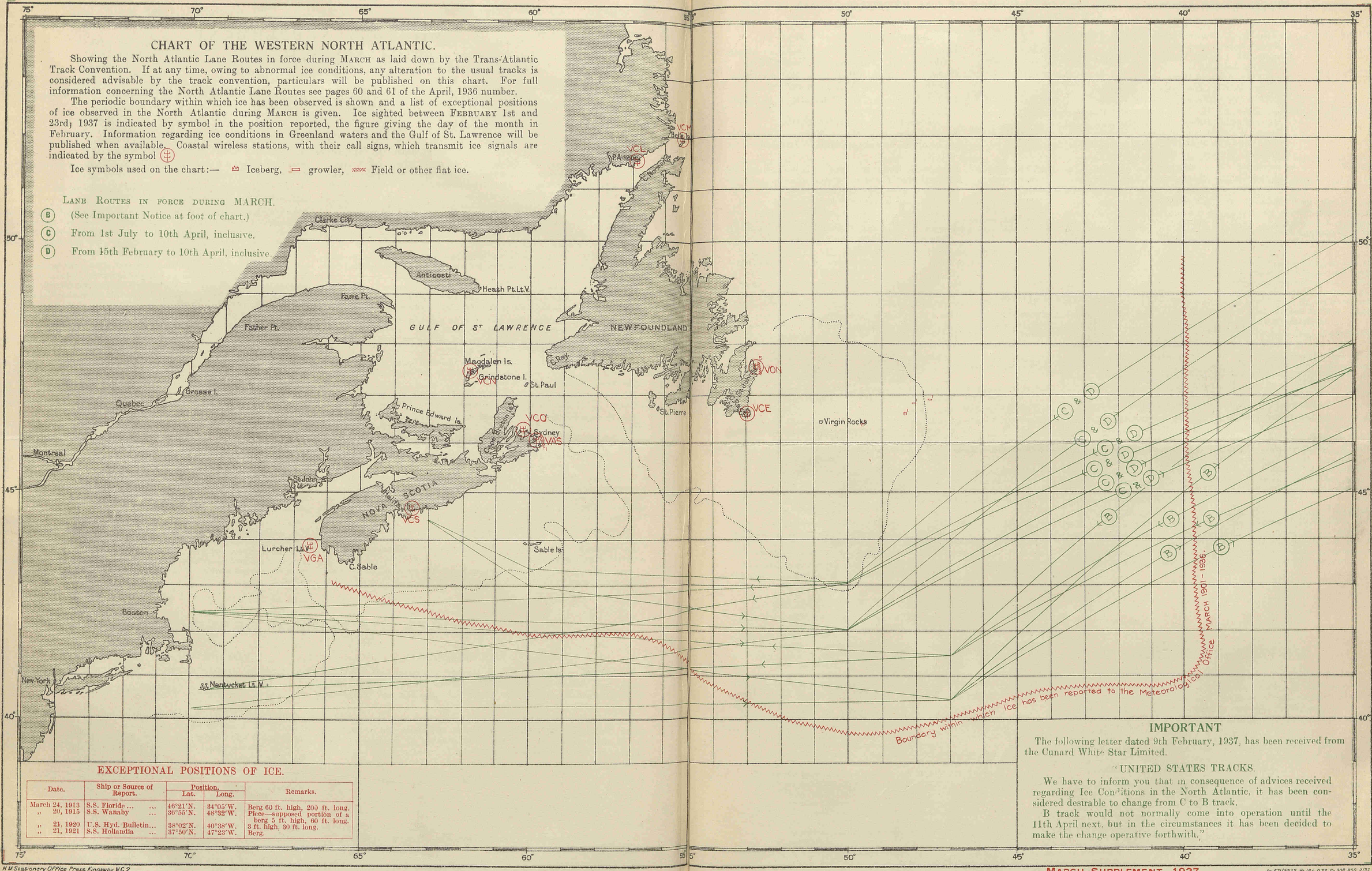
Ice symbols used on the chart:— Iceberg, growler, Field or other flat ice.

LANE ROUTES IN FORCE DURING MARCH.

(B) (See Important Notice at foot of chart.)

(C) From 1st July to 10th April, inclusive.

(D) From 15th February to 10th April, inclusive.



EXCEPTIONAL POSITIONS OF ICE.

Date.	Ship or Source of Report.	Position. Lat.	Position. Long.	Remarks.
March 24, 1913	S.S. Floride	46°21'N.	34°05'W.	Berg 60 ft. high, 200 ft. long.
,, 20, 1915	S.S. Wanaby ...	30°55'N.	48°32'W.	Piece—supposed portion of a berg 5 ft. high, 60 ft. long.
,, 21, 1920	U.S. Hyd. Bulletin...	38°02'N.	40°38'W.	3 ft. high, 30 ft. long.
,, 21, 1921	S.S. Hollandia ...	37°50'N.	47°23'W.	Berg.

IMPORTANT

The following letter dated 9th February, 1937, has been received from the Cunard White Star Limited.

"UNITED STATES TRACKS.

We have to inform you that in consequence of advices received regarding Ice Conditions in the North Atlantic, it has been considered desirable to change from C to B track.

B track would not normally come into operation until the 11th April next, but in the circumstances it has been decided to make the change operative forthwith."

H.M. Stationery Office Press, Kingsway, W.C.2

Ps. 571/3232. W. 18c. 0.22. Gp. 908. 850. 2/37.

NAUTICAL OFFICERS AND AGENTS OF THE MARINE DIVISION OF THE METEOROLOGICAL OFFICE. AIR MINISTRY.

LONDON ... ... Captain L. A. BROOKE SMITH, R.D., R.N.R., Marine Superintendent.
Commander J. HENNESSY, R.D., R.N.R., Senior Nautical Assistant.
Room 117A, Adastral House, Kingsway, W.C.2. (*Telephone No.: Holborn 3434 Extension 421*). Nearest station, Temple, District Railway.

THAMES ... ... Commander C. H. WILLIAMS, R.N.R., Port Meteorological Officer, P.L.A. Building, King George V Dock (south side), London, E.16. (*Telephone No.: Albert Dock 2659. Telegraphic Address: Barometric Aldock, London*).

MERSEY ... ... Commander M. CRESSWELL, R.N.R., Port Meteorological Officer, Dock Office, Liverpool. (*Telephone No.: Bank 8959. Telegraphic Address: Meteorite, Liverpool*).

Agents.

BRISTOL CHANNEL — Captain EDWARD HALL, 21, Dowlais Buildings, West Bute Street, Cardiff. (*Telephone No.: Cardiff 1268*).

Agents (*contd.*).

CLYDE ... ... Captain W. HENDERSON, 80, Buchanan Street, Glasgow, C.1. (*Telephone No. Central 3775*).

FORTH ... ... Captain G. MORE, Chief Dock Master's Office. Leith. (*Telephone No.: Leith 36262*).

HONG KONG, China. — Lieut. Commander M. V. KEOGH, R.N., Chart Depot, H.M. Dockyard. (*Telephone No.: 108 Dockyard*).

HUMBER ... ... W. H. CARR, Esq., Master Mariner, Ferensway Chambers, Ferensway, Hull. (*Telephone No.: Hull 16063.*)

SOUTHAMPTON — Captain Sir BENJAMIN CHAVE, K.B.E. Room 35 Royal Mail House.

SYDNEY, New South Wales. — Captain N. G. ROSKRUGE.
Captain G. B. MERCER.
Customs House. (*Telephone No.: B6421*).

TYNE ... ... Captain F. B. WEST, Customs House Chambers, Quayside, Newcastle upon Tyne, 1. (*Telephone No.: Newcastle 23203*).

CORRECTIONS

UP TO FEBRUARY 15TH, 1937.

MADE SINCE PUBLICATION OF THE JANUARY, 1937 MARINE OBSERVER AND SUPPLEMENT No. 1. FEBRUARY, 1937.

FLEET LIST.

Additions.		Deletions.		Alterations.			
Name of Vessel.	Met. Equipt.	Name of Vessel.	Met. Equipt.	Name of Vessel.	Met. Equipt.	Name of Vessel.	Met. Equipt.
*† Balmoralwood ...	S.	269*† British Admiral ...	M.	*† Andania	S.	*to* 113*† Andania	S.
*† British Endurance M.V.	M.	*† City of Yokohama	S.	*† Beaverdale	M.	*to* 138*† Beaverdale ...	M.-S.
*† Cairnross	S.	138*† Designer	M.	*† Cavina	S.	*to* 127*† Cavina	S.
*† City of Lille ...	M.	*† Gaelic Star ...	S.				
*† Corrientes	S.	225*† Makura	M.L.				
*† Eros	S.	127*† Tuscan Star ...	S.				
*† Essex M.V. ...	M.	113*† Upwey Grange M.V.	M.				
*† Port Jackson M.V.	S.						
269†† Voltaire	S.						
225*† Wairuna	M.L.						

LATE NOTICE

The April, 1937, Number will be published on March 31st, 1937.

DERELICTS AND FLOATING WRECKAGE.

Date.	Position. Latitude.	Position. Longitude.	Description.
ENGLISH CHANNEL.			
1.2.37	50°16′N.	3°00′W.	Three conical buoys, also one can buoy, painted red; dangerous to navigation.
4.2.37	2 miles, 47° true from St. Catherine's Pt.		Large cylindrical mooring buoy, black, adrift; dangerous to navigation.
13.2.37	48°06′N.	5°34′W.	Red conical buoy adrift; danger to navigation.
14.2.37	49°22′N.	3°39′W.	A spherical buoy, dangerous to navigation.
NORTH SEA.			
11.2.37	56°00′N.	5°46′E.	A drifting fishing cutter full of water. The wreck was dangerous to navigation.
MEDITERRANEAN SEA.			
5.2.37	40°43′N.	14°05′E.	Drifting cylindrical buoy, dangerous to navigation.
NORTH ATLANTIC.			
9.2.37	37°39′N.	75°15′W.	Sighted wreckage which appeared to be the forward part of a barge.
11.2.37	10 miles S.W. of Cape Trafalgar.		Wreck, large boat, dangerous to navigation.
13.2.37	50°09′N.	6°44′W.	A small spherical buoy with ring on top, no markings visible, rusty in colour, had appearance of mooring buoy.
14.2.37	47°25′N.	13°07′W.	A drifting red-painted light and whistle buoy; light extinguished, whistle in order.

LONDON
PRINTED AND PUBLISHED BY HIS MAJESTY'S STATIONERY OFFICE
To be purchased directly from H.M. STATIONERY OFFICE at the following addresses:
Adastral House, Kingsway, London, W.C.2; 120 George Street, Edinburgh 2;
26 York Street, Manchester 1; 1 St. Andrew's Crescent, Cardiff;
80 Chichester Street, Belfast;
or through any bookseller
1937
Price 6*d.* net
S.O. Code No. 40-38-3-37